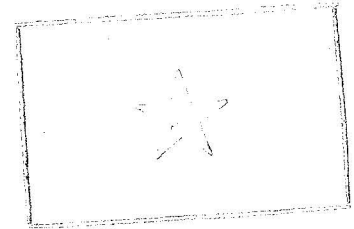


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IDEALIST SCOPE PEDAL
CONTINGENCY PLAN

I. REFERENCE:

"U-2 Reconnaissance of Cambodia", BYE 8868-68, dated 12 March 1968.

II. AUTHORITY:

This contingency plan was approved by the Director, National Reconnaissance Office, as Chairman, Interdepartmental Contingency Planning Committee, upon advice and guidance of the committee membership on 25 March 1968.

III. GENERAL:

The Royal Thai Government in approving the current BUS STOP IDEALIST operation from Takhli requested coverage of Cambodian territory along their borders. Approval for these proposed missions has been received from the 303 Committee.

The customary security measures utilized during the BUS STOP operation will be taken to suppress knowledge of the presence of the U-2's at Takhli. All inquiries related to presence of the U-2 at Ban Takhli will be referred to the Department of Defense, Washington, D.C. No statement will be issued prior to DOD, CIA, State Department coordination.

IV. POSSIBLE CONTINGENCIES:

A. Loss of aircraft over Cambodia: In view of the limited penetration of Cambodian air space, i.e. up to 20 NM, there is only a remote possibility that the aircraft will be forced to land in Cambodian territory. However, in the event of such an incident, no statements will be issued until the completion of a review of all known factors involved. After this review, the 303 Committee may authorize the Department of State to issue an appropriate statement.

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B. Protest without incident: Should a successful flight evoke a protest by the Cambodian government, the matter will be referred through appropriate channels to the Department of State, Washington, D.C., who, following consultation with the 303 Committee, will pursue an appropriate course of action.

C. Emergency landing or loss of the aircraft in Thailand: In the event of a loss or an emergency landing at an area other than Takhli, which results in queries from the public news media, which require a response, the flight should be described as a routine training flight within Thailand, without any further explanation of its origination or destination. Such a statement, however, will only be issued after Headquarters coordination.

III. INSTRUCTIONS TO THE PILOT:

A. The pilot will be instructed that in the event he is forced to land in Cambodia, he will maintain that he is an American civilian test pilot for LAC engaged in a routine aircraft mechanical checkout flight. He may state that his flight originated at Ban Takhli, and was to return to Ban Takhli. Navigational error accounted for his inadvertent intrusion into Cambodian air space. He will request that American authorities be advised of his emergency landing. All further questions will be politely but firmly rejected.

B. The pilot will be provided with bogus flight maps which will coincide with his green card so that in the event of a confrontation, he may revert to the position that he made navigational errors. In the event of an emergency landing in Cambodia, the pilot will make every attempt to destroy his true maps and logs prior to his landing, and he will be specifically instructed to protect the true purpose of his flight. The pilot will carry only his LAC and normal FAA documentation.

IV. AIRCRAFT MARKINGS:

The aircraft will carry the normal tail numbers without any further identifying insignia.

V. COORDINATION:

The following named individuals are being furnished a copy of this document.

Dr. Alexander Flax - D/NRO

Mr. Peter Jessup - Executive Office of the President

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Brig Gen Paul N. Bacalis - D/SA, Central Intelligence
Agency

Col Frank W. Hartley, Jr. - AFRDR

Mr. Thomas Hughes - D/INR, Department of State

Brig Gen Ralph D. Steakley - JCS

Col Francis R. Cappelletti - DIA

Maj Gen William C. Garland - SAFOI

The CIA is responsible to insure that the CIA detachment commander and appropriate, cleared representatives of Lockheed Aircraft Corporation are advised of the contents of this plan.

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